

HYLAN WOULD JUNK SURFACE CAR LINES

Accepting Renomination He 'Solves' Transit Situation in Seven Sentences.

BOARD GETS NEW IDEA

Its Engineer Back From Trip of Inspection of Subways in European Cities.

After nearly four years of battering down New York's transit facilities Mayor Hylan in his speech yesterday accepting renomination presented a "solution" to the transportation problem, study of which reveals an initial cost of \$200,000,000, which he did not mention; a further disintegration of facilities which would completely sever the subway and elevated lines in Brooklyn, and an apparent proposal to have the city buy sufficient buses to carry nearly 1,000,000 passengers a year.

The Transit Commission, whose plan the Mayor condemned, took 10,000 words to summarize its study of the situation. Mayor Hylan "solved" the situation in just seven sentences. Here they are:

"Our recommendation is that the private operators turn the city owned subways back to the city for municipal operation at a five cent fare. These lines carry more than two-thirds of all the passengers in the city. The remainder can be better accommodated by the operation of modern automobile buses. Surface lines that have become obsolete can and should be taken off the streets of our city. The city will not buy them. It could not afford to accept them as a gift. Most of them should long since have been junked."

In contrast to Mayor Hylan's scheme, which, it was declared, could not but result in further disintegration and demoralization of transit service, it was learned yesterday that the Transit Commission's study of present operating methods has convinced it that it can increase the serviceability of the present lines, without the addition of a single foot of new track, sufficiently to accommodate 500,000,000 more passengers a year.

The Mayor's simple recommendation "that the private operators turn the city owned subways back to the city for municipal operation" is without reference to the fact that the elementary step in such a procedure would involve gaining the consent of approximately 25,000 private investors to sell to the city their interest in the subways amounting to virtually \$200,000,000. With equal ease, it was pointed out, the Mayor brushed aside the question of where the city would get the money for that purpose.

Accommodating that total on the city owned lines the Mayor then falls back on his bus line plan, which, operated in competition, it was developed in the receipt of cases, already has been a factor in disintegration of surface lines and the abolishment of more than 2,300 free transfer points. He recommends: "The remainder can better be accommodated by the operation of modern automobile buses."

By his own figures for present traffic of city owned lines, which doubles the available official statistics, his latest bus plan would compel approximately 500,000,000 persons a year to use bus transportation. The figures of record would make it appear that the Mayor intends that about 1,500,000,000 ride in buses. It is fair to assume, however, that Mayor did not have in mind that part of the remainder who now ride on the Interborough and B. R. T. owned subway and elevated lines which amounts to a little more than \$70,000, but only the surface line traffic. If that is the case, it would mean that the city would have to finance and operate sufficient buses to carry 1,000,000,000 a year.

Transit experts stated that there was no way of arriving at what inconvenience and increased fare burden would result to the riding public from a divorce of rapid transit lines, such as the Mayor proposed, nor was it possible to estimate the increased cost of operation which was regarded as an inevitable consequence of division of operation into at least one more system.

The Mayor's recent statements concerning subway profits were found as absorbing as his plan to relieve the transit congestion. The records show that the Mayor's statement of the Interborough's profit of \$2,600,000 on subway operation was the fact two years ago, but that last year that profit amounted to only \$1,125,000. No did the Mayor's view of the situation appear to take into consideration the burden of the elevated lease upon the Interborough, which has compelled the company, in the face of its subway profit, to pay out \$5,500,000 for the elevated's operating deficit; \$4,300,000 in rental and \$1,800,000 on the elevated's \$45,000,000 of bonds. The Interborough has met those payments in excess of its operating profit through borrowings and hand-to-mouth financing, but still owes \$2,000,000 of taxes for the elevated.

The Transit Commission's plan to increase the serviceability of present lines to accommodate 500,000,000 more passengers a year would absorb the 20 per cent. which traffic has increased beyond the 5 per cent. of added facilities within the last three years.

The foregoing condition, according to the commission's recent report, is the result of attempts of the transit companies to "economize" by curtailing service to a minimum and deferring maintenance, repair and replacement.

48 MILLION SCHOOL HOURS LOST, HE SAYS

Lockwood Tells Parents There Is Too Much Red Tape.

"One way to build more schools is to cut the red tape." This was the comment of Senator Charles C. Lockwood, Coalition candidate for Comptroller, speaking last night at a meeting of the Parents' Association of Public School No. 23 and Joan of Arc Junior High School, in the school building, Amsterdam avenue and Ninety-third street.

"All we need," he continued, "is co-operation between the Board of Education and the city administration, and the money. If we can get money for teachers' salaries, for plant and other things not quite so necessary as education, we can get the money for schools."

"The truth is that in 1917 the present administration guaranteed a seat for every child. The fact is they haven't made good. The school after school and place after place, they haven't tried to make good. Their policy apparently can be to delay, delay and wait."

"On the present schedule, with 120,000 children on part time, there are 14,000,000 hours of school instruction lost every year, and not lost, but gone forever."

CURRAN DENOUNCES MOVIE CENSORSHIP

Tells Committee Mayor Can Control Pictures.

Borough President Henry H. Curran, coalition candidate for Mayor, is opposed to any official censorship of motion pictures, he told a committee representing that industry which called upon him at his headquarters in the Murray Hill Hotel late yesterday afternoon. He pointed out that he had taken this position consistently ever since his entrance into public life.

To his mind, the candidate said, there was enough authority in the Mayor's departments, working in conjunction with the leaders in the motion picture world, to prevent the exhibition here of unwholesome films. The committee seemed to be entirely satisfied. They asked Mr. Curran to be their guest at a luncheon of the motion picture interests at the Brevoort Hotel on October 13.

Mrs. Peter Zuckler, president of the Harding & Coe Club, announced that Mr. Curran and Vincent Gilroy, candidate for President of the Board of Aldermen, would speak at the Seventh Assembly District Club, 2238 Broadway, at three o'clock this afternoon.

G. O. P. LEADERS PLAN VOTE DRIVE TO-DAY

Necessity for Full Registration to Be Stressed.

Republican men and women leaders have been called for a council of war to-day. The subject will be registration. They will be told they must bend every energy to get out a full registration during the coming week.

"If the Republican voters will come out and register Hylan's fate is settled," said Mr. Koenig last night. "If the people of this city want good government let them show it by registering. The only thing that will permit Hylan to be re-elected is the lack of interest on the part of Republicans. A small registration will be a comforting thing to Tammany Hall."

TALLEY QUARTERS OPEN.

Three Committees Start Campaign for Judge.

Three committees in charge of the campaign for the election of Judge Alfred J. Talley, renominated for the General Sessions bench by the Democrats, have opened headquarters here at the Hotel Claridge. B. F. Wollman is head of the Lawyers' Committee. Peter Maloney is chairman of the Jurors' Committee and Fred Holman of the Business Men's Committee.

Judge Talley quotes Frank Hendrick, an unsuccessful candidate for nomination to the Court of General Sessions in the Republican primaries, as writing to him in part: "I shall consider that performance of a civic and professional duty to serve you in any manner in your campaign."

The Judge will do no campaigning, but will remain on the bench.

TEACHERS PAY RISE ROUSES HYLAN'S IRE

In Budget Session He Frowns Upon \$178,333 More for City College Salaries.

When Thomas W. Churchill, formerly president of the Board of Education, appeared yesterday before the finance and budget committee of the Board of Estimate in behalf of a mandatory increase of \$178,333 in the 1922 budget for higher salaries for the teachers of the College of the City of New York, he drew from Mayor Hylan a declaration that it would be the policy of the committee to refuse all mandatory increases.

In response to the suggestion of Mr. Churchill that mandamus proceedings would be resorted to Frank X. Sullivan, Queens Commissioner of Public Works, sitting for Borough President Connolly, replied, "Well, you would be about twenty-second on the list of those who are going to mandamus us."

"I am not opposed to salary increases for teachers," the Mayor explained, "but the duly elected officials of the city should make the increase. I am opposed to going to Albany and influencing legislation and then blaming the city officials when the budget is increased because of mandatory legislation."

"We did appear before the Board of Estimate," replied Mr. Churchill, "and found your cars stuffed with cotton. No matter what effect my utterances may have, I want to say that I will go to Albany again and that we have the right to seek help there. Twenty-five thousand teachers received salary increases, and these are the last vestige of those who did not participate in those increases."

The Mayor became so excited in the argument that he arose from his seat and gestulated, but finally cooled off and said the matter would be considered when the committee took up the tentative budget.

When the Mayor said "thousands are starving in New York and this is no time to increase the budget," Mr. Churchill retorted that the Mayor was "saying at the apogee and letting out at the base."

For personal service the college asked \$1,129,233 for next year, as against \$893,841 allowed this year, and the examiners recommended that \$1,080,948 be allowed for next year, an increase of \$178,000. For other than personal service the trustees asked \$211,335 for next year as against \$155,380 this year, and the examiners recommended \$177,272, an increase of \$26,891, the total recommended increase being \$198,790.

The Department of Street Cleaning asked \$11,848,000 for personal service for next year, a decrease of \$284,002, and \$4,267,148 for other than personal service, of which the examiners recommended \$4,162,723, or a total decrease for both services of \$1,012,280.

ANTI-SALOON LEAGUE OUT OF MAYORALTY

Tells Its Constituents They May Vote as They See Fit.

The following announcement by William H. Anderson, State superintendent of the Anti-Saloon League, may be of interest to candidates, managers and just plain voters:

"In view of the fact that while neither Mayor Curran nor Maor Hylan, the two leading candidates for Mayor of New York city, are advocates of prohibition, which is not an issue in the city election, yet both are on record in favor of upholding the law and as recognizing the obligation of the Mayor to enforce the law as he finds it regardless of his personal opinion respecting any phase of it, the Anti-Saloon League will stay out of the Mayorality campaign, leaving its constituency free as citizens to vote as they individually see fit on other questions that are actual and legitimate issues."

CLERGYMAN DISMISSED FOR SPLITTING FEES

Elkton Minister Shared With Jitney Drivers.

WILMINGTON, Del., Oct. 5.—The Rev. R. T. Western, a retired Methodist Episcopal minister of Elkton, Md., has been dismissed from the church after conviction on fourteen counts by an ecclesiastical jury. It was announced to-day. Chief among the charges were trafficking in marriages, splitting fees and conduct unbecoming a minister. The trial was held last night.

Mr. Western, who acted as his own counsel, made no attempt to deny the allegations, members of the jury said. He testified that he had "split fifty-fifty" with jitney drivers on his fees, ranging from \$2 to \$10, for performing marriage ceremonies. Since August 1 he said he had performed about 200 such ceremonies.

LEFT \$150,000 ON \$40 WEEK.

Trade Journal Writer's Estate in Trust to Wife.

Wentworth Tucker of 139 East Sixty-sixth street, who before his death in September, 1919, worked for a motion picture trade journal at \$6 a week, left an estate of \$150,000, according to an application made yesterday by the executors for a judicial settlement of their affairs. After small bequests to relatives were paid, the residuary estate was turned into a trust fund for his widow, who married again after his death, and is now Mrs. Collier Hays. Included in this estate were wines and liquors valued at \$1,538.

On Mrs. Hays's death, the trust estate goes to Mr. Tucker's brother, Luther H. Tucker, of 274 Washington avenue, Albany. Tucker had accumulated quantities of railroad and other public utility securities, the executors' accounting showed.

SAFE GOES 6 MILES; EMPTIED OF \$5,500

Roy Held in \$1,000; 2 Others Detained in \$20,000 Theft From C. B. Dillingham.

A 600 pound safe, stolen from the drug store of James Renda, 108 Reebing street, Brooklyn, on Monday night, was found yesterday in a vacant lot at Van Dam street and Nelson avenue, Long Island City, six miles away. It had been blown and rifled. Renda said \$2,500 in cash, \$3,000 in jewelry and some Italian money had been taken.

Magistrate Frothingham in Yorkville Court held John Genevieve, 17, of 1165 First avenue, in \$1,000 bail on a charge of robbing the home of Charles B. Dillingham, theatrical producer, 153 East Sixty-third street. Genevieve and two younger boys are charged with having entered the Dillingham house through the garage and servants' quarters. They were arrested after they had displayed some of the stolen jewelry, which altogether was worth \$20,000, detectives said. The other boys were held in custody of the Children's Society. Most of the jewelry was recovered, where it has been buried under an East River pier.

Patrolman Paul Treiblich of the East Thirty-fifth street station, was at Thirty-third street and Fourth avenue when a man rushed at him, flourishing a revolver.

"You're the big cop I was looking for," he said, and pulled the trigger three times. The gun was not loaded. After Treiblich had quieted him he was taken to the psychopathic ward of Bellevue for examination.

Nathan Cohen, 37, of 775 Driggs avenue, Brooklyn, was arrested on a charge of grand larceny, specifying he had raised checks and falsified records of Board & Co., by whom he was employed for twelve years. Bernard Fuld, complainant, said \$10,000 had been embezzled. He could not support his family on a salary of \$25 a week.

WOMAN CLEARS MAN IN PRISON AS SLAYER

Father of Girl Arrested; Se-cret Held Ten Years.

Special Despatch to THE NEW YORK HERALD.

MADISON, Wis., Oct. 5.—The gruesome secret of a woman revealed for the first time to-day may open the doors of Wisconsin's State Penitentiary to a man who already has served ten years of a life sentence for the murder of a young girl of which he claims to have no knowledge. The dead girl's father may be convicted instead.

The prisoner is John A. (Dogskin) Johnson, sentenced to life imprisonment on his own confession that he killed Annie Lemberger, 7, of Madison, ten years ago. The woman, whose story may gain his release, is Mrs. May Sorenson, a neighbor of the Lembergers.

She said on the night of the killing the husband had sent the girl to get liquor for him. On returning she tipped over the ball, which angered her father, who struck her on the head with a poker. The girl was dead before she was placed on her bed, she said. Mrs. Lemberger afterward told her. Her nightclothes were then burned and her body carried to a lake.

Some Studies in the Science of Investment—No. 2

A Great Merchant on Speculation

A successful Captain of Industry has just died. He was in a position to know something about speculation in stocks and the good and evil that go with it. The closing paragraph of his will is interesting. It reads as follows:

"I desire specially to impress upon my children and other relatives remembered under this my will that they shall not speculate in any manner with the funds given them hereunder. Speculation, besides unfitting one for regular occupations, does not pay and is almost certain to end in disaster. Money well invested with an average yield of say 5% will accumulate fast enough and the possessor of solid, unencumbered securities, who neither speculates nor borrows money, feels strong and independent and is in far better condition to cope with the trials of life which come to all."

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We advertise in advance that this will be done so that you may be present and witness it for yourself.

We invite a committee of your own citizens to umpire the proceedings and to ride in the car, insisting, however, that they sign a statement as to its actual condition after the run.

We did this last Saturday at Danbury, Connecticut. We are doing it almost every day in the week in some city of this country.

Do you imagine that these cars were lubricated merely by a theory?

You cannot run an automobile with a dry engine for fifteen miles on conversation. Something must lubricate it—we say it is the graphoid surface formed by using Oildag.

We stand on that statement and back it up every day.

If you don't believe it, and you have never used Oildag, drain the oil from the lubricating system and crank case of your car and then try to run it—see how far you will get—incidentally, don't send us a bill for your burned out bearings and scored cylinders.

No. A graphoid surface does not decrease the clearance spaces, make close fits or increase the liability of heated bearings. It is only a molecule in depth. Can you imagine what that is? You couldn't see it with the aid of a powerful magnifying glass—but it is there all right.

What does all this prove?

It proves beyond a doubt that Oildag does produce a graphoid surface on the cylinder walls and crank shaft bearings—that there is no friction when these surfaces come together—that where there is no friction there is no heat, and therefore no wear—that cylinders that have always been lubricated with Oildag need not be re-bored—that piston rings need not be replaced—that your engine need not be overhauled—that its life is preserved indefinitely, and that your gasoline bill is materially reduced, because friction is the thief of power.

Have you any interest in prolonging the life of your car? You would paint a tin roof to preserve it.

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